

Hart, Jared

From: bob boydston [rboydnet@sbcglobal.net]
Sent: Friday, June 15, 2007 10:01 AM
To: Hart, Jared
Subject: Re: CV DEIR Response

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Our focus as residents of Almaden Valley is on the impact of traffic on the Almaden Expressway caused by the complete build out of 50,000 jobs and 25,000 homes in the Coyote Valley by the year 2025. If the traffic infrastructure is inadequate and RT 101 can not handle the large increase in traffic, than what is called "spill over" will occur as motorist look for alternatives. That spill over would affect Monterey Highway, Santa Teresa Blvd., and Bailey-over-the hill, (BOH), to McKean and thus the Almaden Expressway.

The Draft Environmental Impact Report, (DEIR), attempts to determine this traffic impact by using a simulation model. It is unlikely than any model can correctly capture all effects, but such a model may give some guidance to what may happen.

Because of our interest in the Almaden Expressway, we will focus on what the DEIR model says about the BOH, McKean and Almaden Expressway. There is information about BOH which says after the complete build out of the Coyote Valley, the single lane BOH will be only 57% utilized with 55 additional cars at AM peak and 471 at PM peak, in spite of the 50,000 jobs and the 25,000 home increase. There is no information about the McKean Road and it reports that the intersections from Harry Road to Camden are not significantly impacted. No volume/capacity data is given for these segments. This minimal impact on Almaden traffic by the spill over caused by the addition of 50,000 jobs and 25,000 houses would seem to be questionable. There is another document that can be used for comparison: the County's 2003 report on the County Expressway Planning Study.

The County says that at the time of the study, 1441 cars would go through the Camden intersection at the AM peak and 519 at the PM peak. With normal development, in the year 2025, this would increase to 2047/1251 cars at peak or about a 68% increase in traffic. It further says that the additional Coyote Build Up will cause severe impact and cause people to bypass use of the Almaden Expressway at Coleman and Camden. This last statement is mitigated by the fact the County Model was done with four lanes on RT.101 instead of the present eight lanes. The fact of the RT 101 expansion should not mean that there is little impact on the Almaden Expressway at Camden for instance..

The DEIR ignores the normal increase in traffic expected at 2025 on Almaden without the Coyote Buildout , but uses current conditions to add the Coyote traffic. The County model result shows the traffic increase to be 69% in 2025 without the Coyote Development.

Conclusions:
The DEIR model is questionable:

Shows minimal increase in traffic on the BOH.

Does not describe conditions on McKean leading to the Almaden Expressway.

Does not include normal growth on the Almaden Expressway, which can be 168% of the 2003 level in considering their model assumptions.

Hart, Jared wrote:

> Sure, that shouldn't be a problem. I will print out a hard copy here.
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> Thanks,

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> Jared Hart, Planner II
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